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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	East Germany	REPORT	
SUBJECT	Plant Report on VEB Waggonbau Bautzen	DATE DISTR.	15 JAN 1959
	(1956 ⁵⁷ 158459 production plans for railroad car factory)	NO. PAGES	2
		REFERENCES	
DATE OF INFO.			
PLACE & DATE ACQ.			

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

on VEB Waggonbau Bautzen plant report production information: 25X1

1. 1956 Production Plan

140 freight-train baggage cars for Deutsche Reichsbahn

4 express-train cars for Deutsche Reichsbahn, consisting of two units types A and B (first and second class) and two units type B (second class)

1 rail-type bus (Schienenomnibus), consisting of engine car and coach (Trieb-und Beiwagen)

350 mine cars (Kastenskipper) for coal mines

Plan fulfillment: approximately 90 percent.

2. 1957 Production Plan

30 - 35 mine cars (carry-over from 1956)

350 mine cars for 1957 plan

120 double-deck buses

100 passenger-train baggage cars for Czechoslovakia

Plan fulfillment:

mine cars carried over from 1956 - completed and delivered

mine cars for 1957 plan - 350

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(Note: Washington distribution indicated by "X"; Field distribution by "#".)												

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double-deck buses - 98

baggage cars for Czechoslovakia - 40

3. 1958 Production Plan

60 passenger-train baggage cars for Czechoslovakia (carry-over from 1957)

22 double-deck buses (carry-over from 1957)

140 double-deck buses for 1958 plan

50 long-distance railroad cars (Weitstreckenwagen), ordered by USSR

During the first quarter of 1958, the 60 baggage cars for Czechoslovakia

were completed and delivered. Production of these vehicles was to be discontinued until 1959.

1959 Production Plan.

Production of passenger-train baggage cars for Czechoslovakia to be resumed; 1959 order calls for 100 units. The plant will also start production of first and second class sleeping cars for Czechoslovakia; production quota amounts to about 20 units; 100 freight-train baggage cars for Deutsche Reichsbahn will also be produced.

In addition to the above, the report also includes information on plant labor force; plant guard; Kampfgruppen; plant buildings; organizational structure; production machinery and equipment; production program; quality of production; material supply situation; contract work for other East German railroad car construction plants; utilization of production capacity; primary customers (according to the report, double-deck buses are built for East Berlin's transit system, BVG); financial status; investments. The report also points out that, during a plant managers' conference in March 1958, it was announced that CEMA plans to have mine-car production transferred to Poland.

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